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BIRTH.

On the 4th September, at "Woodside," Grange Road, Singapore, the wife of ROWLAND ALLEN, barrister-at-law, of a son.

MARRIAGE.

On the 10th September, at St. John's Cathedral, by the Rev. F. T. Johnson, CHARLES EDGEMOND, only son of C. E. Y. Edgmond, of Brentwood and Bradford (Eng.), to GLEN, eldest daughter of DANE CHEN, of Hongkong and Sydney (N.S.W.).

(2455)

The Daily Press.

HONGKONG OFFICE: 14, DES VREUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 12th September, 1902.

That the United States of America are preparing to take full advantage of the changed conditions of foreign trade with China, resulting from the new commercial treaty, has been abundantly evidenced of late. Within the last few days we have received striking proof of the efforts which the States are preparing to make in order to gain as large a share as possible of the increasing trade out here. At the beginning of this week we learnt that a steamship was being fitted out at Seattle to sail on the 15th November on a six months' cruise to Russia, China, Japan, the Philippines, the Straits Settlements, India, Mauritius, South Africa, Australia, and Hawaii. On board the Oregon is to carry a party of American manufacturers and a collection of exhibits of articles suitable for trade in these countries. This scheme, like that which is to be carried out shortly of an exhibition of American manufactures at Shanghai, seems excellent, and other commercial nations would do well to follow the example of the United States. Our London correspondent, in the telegram which appears in our issue of to-day, announces an even more significant sign of American enterprise. A combination has been formed by the great firms of Messrs. Kountze Brothers, Messrs. Vermilye & Co., Messrs. Brown Brothers & Co., Messrs. A. Belmont & Co. and Cornelius Vanderbilt to run a new line

of steamships between New York and the ports of Asia. For the present the company, which will go by the name of the American Asiatic Steamship Company and will be represented in the Far East by the well known firm of SHEWAN, TOMES & CO., will of necessity charter steamers for its use, but in time will either buy vessels or (as our correspondent reports, but this is doubted by those who should know best in Hongkong) build special boats for the new line. The importance of such a venture cannot be overestimated, and when, as must one day happen, in spite of all the opposition now offered, the Isthmian Canal is actually constructed, the service will be of even greater significance. A point which is not alluded to in our telegram, but which most certainly must be taken into account, is that the firms who make up the new combination are the same as those which are interested in the Canton-Hankow Railway, now actually on its way to becoming a fact. The American Asiatic Company, we learn, in view of the present high rate of freightage, intends to carry out its own material for the construction of the railway, the building of which, we cannot doubt, had some weight at least in determining the various firms interested in starting their new scheme. It will readily be seen how immensely the new project affects Hongkong. If it succeeds we have a most serious competitor for the trade of Canton and the country beyond, but on the other hand, the fresh impetus given to that trade should be such that Hongkong and British merchants must benefit materially from the share which they take in it, unless they are to prove utterly lacking in enterprise. In this connection we should like to ask once more, What of the Kowloon-Canton Railway? Is it ever to become a reality, and if so are the promoters going to wait until Canton trade has been, as far as possible, tempted to go in other directions? It is many years now since we have heard talk in this Colony about a line between Kowloon and Canton, the name of a very prominent firm being mentioned in connection with the scheme. But it is evident that the firm in question is not very anxious about the matter. Did Hongkong belong to another nation interested in the South China trade, doubtless the railway would have been built by now, and probably by the Government itself. Of such an idea would not be in consonance with the history of Hongkong, built up by British merchants in spite of the discouragement of the Government instead of them being aided by Government to the best of its ability. It is easy to point with complacency to what has been achieved here. We had no serious rivals in the past. We have now at least two, one commercial and the other political. Neither America nor France is likely to be half-hearted in carrying out its schemes.

The German gunboat *Luchs* left for Chafco yesterday.

Mr. Brodriek has informed Captain Jessel, in answer to a question, that the War Office authorities are experimenting with new beds for guard-rooms, and they hope to be able to add to the soldiers' comfort when on guard. The present bed consists of sloping planks with a wooden head-rest.

At Bombay on the 27th ult. the Parsees beat the Bombay Presidency at cricket by 44 runs. The winners scored 131 and 123, while the losers put together 112 and 77. The wicket was soaked by heavy rains and the bowlers consequently held the upper hand throughout. The top score of the match was one of the Parsee team, named Maheshji, who made 36 and 25; Greig for the Presidency made 43 and 12. Mistry's bowling was most successful.

Commenting on Mr. Rivett-Carnac's financial report on the Budget of Siam, the *Bangkok Times* says:—Perhaps the most significant statement in the Budget is the announcement that a system has been introduced under which the whole of the revenue derived from the Siamese Malay provinces is in future to be expended solely within the provinces in which it has been collected. Siam is waking up to the needs of the interior, and the backward Malay States are to have the special attention they require.

The *Bangkok Times*, replying to the *Singapore Free Press's* representative's remarks on Kelantan, which we quoted the other day, says:—The chief point that our contemporary's representative tries to make is that, when Siam seeks to insist that no import or export duties shall be imposed in Kelantan on goods passing between that port and Bangkok, she is dealing a very serious blow to British trade and violating Article 12. Really it is somewhat difficult to see what Singapore has got to do with the customs arrangement between Bangkok and a Siamese dependency so long as "English" merchants and subjects shall have trade and intercourse in future with the same facility and freedom as they have heretofore had." If British vessels were carrying goods between Bangkok and Kelantan they would be the first to object to paying a double duty, and rightly too. By agreeing that a double duty is unnecessary Bangkok is not "obstructing or interrupting commerce" in Kelantan.

General Fukushima landed in Colombo from the *Yasaka Maru* on the 26th ult. He was to leave in a few days' time for Tuluorin and India. Later on he was to proceed to Japan via Calcutta.

The Shah, as a beginning of the reorganization of the Persian Navy, has just purchased the yacht *Selika*, which had made an expedition to the Persian Gulf under the command of the Antarctic explorer, Commander de Gelaube.

A despatch dated Simla, August 27, says:—The number of plague deaths in India has increased during the last week to 4,371, the Bombay Presidency reporting 3,111, Mysore 614, Madras Presidency 163, United Provinces 195, and Hyderabad 143.

A Reuter's telegram from Hamburg, dated August 7, says:—Experts of the Hamburg-America Line and of the North-German Lloyd have proved and signed jointly minutes to the effect that the steamer *Deutschland*, of the Hamburg-America Line, still holds the record of the fastest trip across the North Atlantic, and that the calculation made by the master of the steamer *Kronprinz Wilhelm*, of the North-German Lloyd Line, according to which this steamer should have beaten the *Deutschland*, was erroneous.

The Berlin correspondent of the *Times*, writing on the 7th ult. with regard to Germany's attitude over the Shanghai garrison question, says:—The truth underlying all this leather and prunella is that the German Government, for reasons of its own, is in no hurry to withdraw its garrison from Shanghai. The argument that gratitude to the Yangtze Viceroy demands the withdrawal of the Western troops is not likely to meet with much response in Germany, the home of *Realpolitik*. The German Press has been lavish enough in its compliments to the two great Chinese statesmen, but when they ask for practical recognition of their services the agency of their request is ignored, and it is even suggested that the question has been raised at this early stage through English jealousy of German commercial competition.

GYMKHANA.

A gymkhana will be held on the Happy Valley Racecourse on Saturday, 11th October, weather permitting. The events comprise a mile flat race, open to waters not exceeding 14 lbs. 3 inches, with penalties for previous winners and allowances for unplaced ponies; a steeplechase, open, height not to exceed 14.3; a jumping competition over hurdles, water, in and out and post and rails—limit as to height 14.3; tent-pegging; a polo pony race; and a costume race. The official programme will be published later. We are informed that practice jumps are to be erected on the piece of ground to the west of the football ground at Wongneichong, so that intending competitors will have the opportunity of schooling their horses over jumps similar to those to be used on the day of the gymkhana.

THE SUNKEN "PAKSHAN."

Considerable progress, we are informed, has of late been made in the operations for raising the *a.s. Pakshan* (1,976 tons) which sank in the Harbour opposite the Sailors' Home on 2nd June. She lies on her side in about fifty feet of water. Messrs. Morton & Gibson, who have undertaken the work of salvage, have found, contrary to general expectation, that the bottom is hard with only a thin layer of mud, the operations thus being rendered easier. But as it is, the tilt has caused the divers some trouble. Meanwhile one of the two slings by which the raising of the vessel is proposed to be effected has been put into position and the other is almost through. When the slings are in position the vessel will be hauled over on to an even keel and then raised by lighters in the usual way. Messrs. Morton & Gibson are to be congratulated on the expedition and success with which their venture has so far been attended.

A PAINFUL INCIDENT.

A peculiarly painful mishap took place on Wednesday evening in the harbour, by which an infant narrowly escaped drowning. Mr. and Mrs. C. B. Fittock, Kowloon Dock, had crossed over in a launch about five o'clock, bringing with them their three-month-old baby boy for the purpose of having him christened at the Cathedral. The child was being carried by the *amah*. On reaching Queen's Statue wharf the party proceeded to disembark. In stepping from the launch on to the wharf stairs, the *amah* missed her footing and in saving herself she let the baby slip from her arms and fall into the water between the boat and the wharf. Fortunately the child did not strike against anything in his descent, but fell clear into the water. Mr. Fittock immediately jumped into the harbour to save his child, and, happily to relate, was successful in getting him on dry ground in a few seconds. The anxious parents at once boarded the launch again and made all haste back to the Docks, everything meantime being done that could be done to prevent ill consequences to the infant. At the Docks, medical assistance was instantly summoned, and on the arrival of the doctors, the father and mother were relieved to learn that their boy was little the worse for his adventure. It seems that the baby's light clothing served to keep him from sinking during the few moments that he was in the water.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR CORRESPONDENT.]

SINGAPORE, 11th September, 2.42 p.m.

THE TANJONG PAGAR MURDER CASE—DEATH-SENTENCE.

The Frenchman Joseph Gouin, an escaped convict from New Caledonia, was sentenced to death at the Assizes to-day for murdering a Chinese ricksha-puller at Tanjong Pagar on the 6th July.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 10th September, 6 p.m.

NEW AMERICAN-ASIATIC LINE—MESSRS. SHEWAN, TOMES & CO. THE AGENTS.

The American Asiatic Steamship Company is about to start a service of steamers between New York and Asiatic ports, using chartered vessels until specially built liners are ready. The promoters of the new company include the following firms:—Messrs. Kountze, Vermilye, Brown, Belmont, and Cornelius Vanderbilt. The Oriental agents will be Messrs. Shewan, Tomes and Co.

[The American Asiatic Steamship Company has just been registered in New York. The full designations of the firms mentioned are Messrs. Kountze Brothers, Messrs. Vermilye & Co., Messrs. Brown Brothers & Co., Messrs. A. Belmont & Co., and Cornelius Vanderbilt. Messrs. Shewan, Tomes & Co. are the managers of the company in New York as well as the Eastern agents. The above are the firms interested in the Canton-Hankow Railway, the material for which will all be carried from America by the Company's steamers. Vessels will be chartered as required, and the Company may buy others. Our correspondent's statement about "specially built liners" is in the circumstances hardly likely to be accurate, we learn. The Company elect to ship the railway material by their own steamers because of the present high rate of freightage.—Ed. D.P.]

REUTER'S SERVICE.

LONDON, 9th September.

THE ST. VINCENT ERUPTION.

Rabaca River, St. Vincent, is still a stream of fire a quarter of a mile wide, throwing up columns of steam, mud, and pebbles. The land has spread further seawards. The Soufriere appears considerably lower, a mass from the summit having evidently been blown off.

LATER.

HAYTI—THE SINKING OF A WARSHIP.

The general opinion is that the action of the German warship *Panther* will have a salutary effect upon irresponsible fighting politicians of the Haytian stamp.

GOLD ACCUMULATION IN THE U.S. TREASURY.

The stock of gold in the U.S. Treasury at Washington now amounts to 573 million dollars, and is increasing at the rate of a quarter of a million daily without prospect of cessation.

THE MURDER OF A SINGAPORE RICKSHA-COOLIE.

The hearing of the case at Singapore against Joseph Gouin, a Frenchman, indicted on a charge of the murder of a ricksha coolie at Tanjong Pagar by cutting his throat with a razor, was fixed for Monday, the 8th inst. Mr. Lowell, barrister-at-law, was assigned to defend the prisoner, and a special jury was to be empanelled. As will be seen the accused has been sentenced to death. Gouin, it may be remembered, arrived in Singapore by the German mail steamer *Tanglin*, having been picked up off the coast of New Guinea, with three other French convicts who had escaped from Noumea, the capital of New Caledonia, in a stolen boat. The German steamer kindly (?) landed them at Singapore. Early on the morning of the 6th July Gouin murdered a ricksha-coolie with a razor at Tanjong Pagar. The coolie was able to leave his ricksha and run to the station, where he died. The police followed the blood-stains and found Gouin walking along Keppel Road. He was saturated with blood and smelt of drink. Gouin was a well-built man, between 40 and 50 years old. Brought up at the Police Court, he reserved his defence until the Assizes.

A steam launch belonging to a battleship recently sprung a leak while crossing Portsmouth Harbour, and rapidly sank. Near by, an old salt was leisurely rowing a boat, but he made no attempt to come to the rescue. The launch's crew of three, however, managed to swim to the boat, and as they scrambled on board one said to the boatman, "Why didn't you come and give us a hand? Didn't you see we were sinking?" "Lor' bless ye," said the boatman, stolidly, "I thought yer craft was one o' them bloomin' submarines."

THE SINGAPORE WATER FAMINE.

As a keynote to how some ignorant and doubtless mischievous Chinese feel on the matter, the *Straits Times* remarks, it may be noted that a notice was posted upon the walls of the Chinese protectorate last night offering a reward for the Governor's head! The police, it may be added, are not in the least alarmed over this interesting incident, and little official attention has been paid to it.

The same paper also says:—The inevitable occurred last evening (the 2nd inst.) when two opposing parties of Chinamen and Malays—both clamouring for water—entered into a gruesome conflict at the hydrant opposite the Victoria Bridge School, Victoria Street, and the fight for the water lasted for upwards of half an hour. The quarrelling started at about half-past four o'clock, half an hour before the time for turning on the resper hour's supply of water. All the men had buckets, and of course the row originated in a scramble for the first serve. In less time than it takes to write it, buckets were crashing on the heads of the water-collectors with a loud din, sticks were freely requisitioned, and stones were flying about in hundreds. Several men were slightly injured. One was taken to the hospital by the police, and released.

The *Singapore Free Press* of the 4th inst. writes:—One fact with regard to the water famine seems to have hitherto escaped notice, and that is that last week the death rate was lower than that of the corresponding week last year, the figures being respectively 43.65 and 43.88. Considering that the rate has been very high of late, the drop at such a time as the present cannot fail to be hailed as a satisfactory sign. There is no doubt that when the rain comes, as come it must in good earnest, the mortality returns will show a decided increase on the present figures. It is generally so in the case of heavy rains after a prolonged drought.

THE BEACHCOMBER.

Many people have been again complaining of late about the unwelcome and unwelcome attentions forced upon them by beachcombers, of whom there seems to be a plague more than ordinarily in the Colony at present. They make a practice of insinuating themselves into offices and other places of business and entreating the occupants for "15 cents for God's sake" (15 cents can buy a substantial tot of whisky in the outlying drink saloons). The police do all they can to deal with the nuisance, but really some more stringent remedy is required than the benevolent punishment of the House of Detention in curbing the licence enjoyed by these undesirable visitors.

CAVALRY ARMS.

The *Pioneer* is advocating the arming of cavalry with the rifle and bayonet instead of the carbine, a suggestion which will receive support from many officers of experience in South Africa. In regard to the best arm for the cavalryman, Major H. P. Walton, of the South African Constabulary, writing to the *Journal of the Indian United Service Institution*, suggests that he should carry a bayonet on his person and a sword on the saddle. The sword should not be too weighty, but a good thrusting weapon. The shock-tactics of cavalry may be to some extent obsolete, but as a pursuing force, and sometimes when a charge has to be undertaken, nothing can make up for the want of a sword. Instances have been known in which our men have got right up against the burglar, and the want of a sword and some charging weapon with which they might ride him down has been much felt.

A RUSSIAN VIEW OF LEKIN ABOLITION.

The St. Petersburg journal *Novoe Vremya*, writing on the 30th July upon the abolition of *lekin* dues, dwells at some length upon the great obstacles which these duties placed in the way of trade in China, and is confident that their abolition will be followed by a great and immediate development of the Chinese market. European goods and European traders will penetrate into the most distant and inaccessible corners of the Celestial Empire. The Russian organ is, however, by no means confident that this is a matter for congratulation. "The terrible events of the year before last have rendered it inevitable that our first thought should be how to remove the causes which led to those events and to lessen the gulf which separates the Chinese people from the representatives of a higher civilisation. Needless to say, the abolition of *lekin* duties does not serve these ends. England, to whom belongs the honour of bringing about this great reform, has had no thought for anything except her own commercial advantages. These advantages she has attained. By abolishing *lekin* China has thrown the door wide open to foreign trade. But what will be the result of this? Will not the host of foreigners who will pour into the country with the development of trade call forth fresh demonstrations of hatred on the part of the Chinese towards their uninvited guests? Notwithstanding the cruel lessons of 1900, Europe has not been taught to change her ways, and is still governed in her relations with China by cold considerations of profit and loss. The Chinese character still remains a riddle to her, and she does not find time to worry about the solution. But how is it possible for her to escape paying for this mistake in torrents of blood?"

A French investigator finds that plants are sensitive to certain poisons in quantities so minute that they completely baffled chemical analysis. For instance, a plant showed the effects of sulphate of copper dissolved in 700,000,000 times its weight in water—a state of dilution scarcely imaginable, much less detectable by ordinary methods. This raises the presumption that the character of the vegetation of a country may depend on minute quantities of toxic substances present in the soil.

POLICE COURT.

Thursday, 11th September.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

ALLEGED ATTEMPTED FRAUD ON THE HONGKONG AND SHANGHAI BANK.

The hearing of the charges against Saul Levy was resumed at ten o'clock.

George Henry Ardron, the European in charge of the Savings Bank department of the Bank, said he did not necessarily see the cash or notes received from depositors; that was the duty of the shroff, Wai Ying. He knew the defendant as a depositor in the Savings Bank; his pass-book showed that he had \$344.70 to his credit. The \$344 was money deposited between 15th April, 1902, and 7th August, 1902, inclusive, and the 70 cents was the amount of interest; nothing had been drawn out by the defendant. At 10.30 a.m. on 3rd September witness saw the defendant standing at the counter of the Savings Bank. The shroff came to witness with a \$50 bill purporting to be issued by the Hongkong and Shanghai Bank, and drew his attention to it; the colour was a very pale heliotrope, like that of the thirteen notes in Court. The defendant was standing at the counter, where witness left him whilst he took the note to the cash department. When he went back the defendant was still there, and witness afterwards heard him say to the shroff something like "Sassoon"; the shroff replied to the effect that he was busy. About twenty minutes afterwards words were again exchanged between them, but what they were witness could not say. Subsequently witness went round to the defendant and asked him what he wanted, and he replied, "I go Sassoon; I come back one o'clock." Later, the defendant left the Bank with Sergeant Watt, who returned afterwards with thirteen notes, also purporting to have been issued by the Hongkong and Shanghai Bank.

By Mr. Hastings—The defendant was about an hour in the Bank, waiting at the same place. During that time no steps were taken to prevent him from leaving the Bank, except that he was being watched by the Bank's Chinese detective. Witness was of opinion that the defendant did not know he was being watched.

Ho Wing Chun, second shroff at the Bank, said Wai Ying, the Savings Bank shroff, handed him a note of the face value of \$50 which he examined and passed over to Mr. Sharp, who looked at it and, in company with witness, went to Mr. Peter's desk and gave the note to him. Mr. Sharp handed the note to Mr. Peter.

Augustus Sharp, cashier, corroborated this evidence, and also said that when he and the last witness were at Mr. Peter's desk some one handed him (witness) another note similar to the first. He handed both to Mr. Peter.

George Charles Peter, chief accountant, said he was positive that the second shroff, and Mr. Sharp handed him a "note" each. The notes produced in Court were forgeries.

By Mr. Hastings—The notes were very good forgeries, and likely to deceive anyone without technical knowledge on the subject. The signatures of Mr. Jackson and Mr. Sassoon were excellent forgeries.

H.S. Worship—Sir Thomas Jackson.

His Worship—Sir Thomas Jackson. I leg his pardon.

Cross-examination resumed—The two points by which witness knew that the two notes handed to him were forgeries, were that the colour was lighter and that the numerals were identical.

Mr. Hastings (showing witness one of the notes)—Why does the number lead you to think that this note is a forgery?

Witness—Because both the numbers were the same.

Mr. Hastings—But this one note—would the number of it tell you it was a forgery?

Witness—No.

In answer to another question, witness said the notes were more likely to mislead anyone who had no knowledge of English.

Sergeant Major Golab said he acted as interpreter when the defendant was first brought to the Central Police Station by Sergeant Watt. He spoke Hindustani, which the defendant appeared to understand, except when the last question was put. His answer to it was, after it had been asked two or three times, "I don't know; God knows."

Mr. Master—What was this first question you put to him?

Mr. Hastings objected generally to evidence being given of questions put to a prisoner by the police and the answers given by him, except under the proper circumstances of his having been cautioned.

The question was disallowed.

This concluded the case for the prosecution, and Mr. Hastings briefly addressed the Court. The defendant, he said, was charged under Sections 13 and 14 of Ordinance No. 6 of 1865, and it was an essential element of the charges that the defendant should have known that the notes were forged. The onus of such proof lay with the prosecution. The case for the defence was this:—The defendant, a hawker, residing at 12, Stanton Street, had been living in the Colony for about eighteen months. He had a family of several children, one of them the little girl who had been charged with the defendant and another a little boy, ten years of age, who went round the various public-houses and sold flowers. On one particular day he went out, as usual, at 6.30 in the evening for the purpose of selling his flowers in Queen's Road he saw a fellow holding a Chinaman in arrest, and stopped to look. In the Chinaman's hand he noticed a small parcel, and later in the day he returned by the same route and saw a little parcel lying on the sidewalk. The boy picked it up, examined it and found that the contents were bank notes. He took his notes to his father, who was then lying sick in bed, and

witnesses would be called to prove that when he reached home the boy burst into the house shouting out that he had found some bank-notes in the street.

The little boy in question, an intelligent-looking fellow whose head just showed over the rail of the witness-box, was then called, and assured his Worship that he knew the pains and penalties that would be visited upon little boys who told lies; they would go to jail, he opined. His evidence was a corroboration of what had been submitted by Mr. Hastings. The notes, he said, were given by his father to his sister Mollie, who put them in the box where they were found by the sergeant of police.

By Mr. Master—Witness saw the notes as he was walking along the road. He saw about twenty Chinese passengers at the spot where he picked them up. The inkong had the Chinaman by the shoulder, and about fifteen to twenty people were following close behind; witness waited a little to watch them, and then went away. He saw the bundle in the coolie's hand plainly, and could see it was made up of notes; the crowd present and the inkong could see the notes just as clearly. When he subsequently picked up the notes, he thought they might have been those held in the hand of the Chinaman. When he gave the notes to his father he did not tell him anything about the inkong and his prisoner. His father did not count the notes; he opened the bundle and looked through it, and then said there were fifteen dollars.

Re-examined by Mr. Hastings—When witness noticed the bundle in the hand of the Chinaman, he could see the contents were notes. The bundle, he found, was smaller than the one the Chinaman had.

When his evidence was being read over, the witness corrected a statement that he had seen the inkong and the Chinaman walking on the street and then take to the pavement, where the notes were found; they walked on the street all the time he saw them, and did not cross over to the pavement.

After further evidence, the case was again remanded.

V. R. C. AQUATIC SPORTS.

FIRST DAY.

The first day of the Victoria Recreation Club's annual aquatic sports opened yesterday and was attended with very favourable weather. The spectators—entirely of the male sex, as is usual on the opening day—were numerous and appreciative, and were provided with excellent sport in the six events down for competition. The results were as follows:—

1.—HALF MILE CHAMPIONSHIP OF THE COLONY. Open to all comers. 1st Prize presented by H. F. Major-General Sir W. Gaseigne, K.C.M.G., 2nd Prize presented by Messrs. M. Price and Co.

1. N. H. Alves.
2. A. V. Barros.

Time, 19 min. 55 sec.

An erratic race, some of the competitors going right out of the course, which may be taken to mean a comparatively straight line. The race was out to a flagged buoy in the open harbor, and the sun cast on the water a glare unfavorable alike for competitors and spectators. On the way out a junk crossed the course and on the return journey a sampan almost fouled Barros and Alves. The former was beaten in the last fifty yards, Alves thus winning a tiring race.

2.—VETERANS' RACE, TWO LENGTHS (Handicap). Open to competitors over 30 years of age. 1st Prize presented by Commodore Robinson, R.N., 2nd Prize presented.

1. M. Moller.
2. M. A. Razaok.

Time, 76 sec.

An exciting race, Moller, the Scotch consul, just winning on the post.

3.—FLUKEING.—1st Prize presented by R. H. B. Mitchell, Esq., 2nd Prize presented.

1. M. A. Razaok (50 ft.).
2. A. Humphreys (47 ft.).
3. A. M. Soares (40 ft. 11 in.).

Razaok made a good spring-off, and the impetus thus gained enabled him to beat Humphreys, who was regarded as a sure winner.

4.—FOUR LENGTHS (Handicap). Two Prizes. 1st Prize presented by J. R. M. Smith, Esq., 2nd Prize presented.

1. C. M. S. Alves.
2. A. Humphreys.
3. F. D. Bain.

Time, 1 min. 58 sec.

Alves' steady stroke at the start augured well for his success, and the predictions of his supporters were verified, for he won a good race from Humphreys by a length.

5.—FOUR LENGTHS (Army, Navy, and Police). First entries allowed, non-members, Two Prizes.

1. Lance-Corporal A. Baker, R. A. M. G. 2nd
2. Bandman Gregory, R. W. F.

Time, 1 min. 43 sec.

Baker and Gregory set the pace for the others the whole way, but the latter found Baker too much for him, although he made a determined effort to alter the result.

6.—TWO LENGTHS (Handicap). 1st Prize presented by W. D. Dixon, Esq., 2nd Prize presented.

1. W. T. Andrews.
2. C. M. S. Alves.

Time, 57 1/4 sec.

SECOND HEAT.

1. O. R. Chanvut.
2. A. Humphreys.

Time, 54 1/2 sec.

THIRD HEAT.

1. H. S. Holmes.
2. J. H. R. Hanco.

Time, 54 5/8 sec.

LATE TELEGRAMS.

NEWS VIA CAYMAN AND HANGKOW.

SOUTH AFRICAN AFFAIRS.

WHAT DR. LEYDS WILL MAYBE DO.

London, 23rd August. The Hague correspondent of the *Daily Mail* states that Dr. Leyds, during his visit, pressed Dr. Leyds to account for the money Mr. Kruger had taken with him when he fled from South Africa.

AS TROUBLESHOOTER AS MR. O'BRIEN'S TROUBLES. London, 23rd August. The Boer General, having stated that they declined to witness the Naval Review owing to the shabbiness of their attire.

MILITARY CHANGES.

London, 23rd August. A special Army Order provides that the following leave South Africa between now and March, 1903: Four regiments of Cavalry, four Batteries of Horse Artillery, three Brigades Divisions of Field Artillery, twelve Battalions of Infantry to India, five Companies of Garrison Artillery, ten regiments of Infantry to various parts of the empire. Three regiments of Infantry arrive in South Africa in the same period.

THE BOER PRISONERS.

Simla, 26th August. The steamer *Ionian* sails from Madras in the first week in September with repatriated Boer prisoners, taking 115 Boers from Wellington, 428 from Bellary, 356 from Trichinopoly, 67 from Umballa, Dugshai, and Colaba and 18 from Bombay. The Wellington and Trichinopoly camps will thereafter be closed, the remaining prisoners in the latter being transferred to Bellary to await their turn for despatch to South Africa.

Simla, 27th August. The number of Boer prisoners sailing in the *Ionian* is increased to 1,300. Umballa, Solon, and Dagshai sending 256 extra and Wellington 14. One thousand will be landed at Durban and three hundred at Cape Town.

"Not entitled passages" from India to South Africa will be granted under certain conditions to the families of officers likely to remain for some time in the latter country.

GENERAL NEWS.

HOME POLITICS.

London, 23rd August. The Radical Press is exultant over the result of the Sevenoaks election, which it claims as a moral victory. The *Daily News* says that this is the third notice the Government has had to quit. The *Standard* believes that there were numerous Conservative abstentions owing to the Income Tax. Even the *Morning Post* is pessimistic, and declares that the Government has not succeeded in rousing any enthusiasm apart from the war.

THE SHAH'S LEAVE-TAKING.

London, 24th August. The Shah has bidden farewell to the King at Cowes. The leave-taking was remarkably cordial on both sides. The whole visit of the Shah has been a distinct success.

THE SOUDAN.

London, 24th August. Colonel Mahon, Governor of Kordofan, has been suddenly recalled from leave, and has started for his capital *instanter*.

AUSTRALIAN DEFENCE.

London, 24th August. The *Times* severely criticises the statement of Sir John Forrest, that Australia is quite able to take care of herself with regard to defence.

ROBERTS AND KITCHENER.

London, 26th August. Lord Roberts and General French have been presented with the freedom of Canterbury where they were enthusiastically welcomed.

London, 26th August. Lord Kitchener has booked his passage by the *Egypt* sailing on the 7th November, but will probably only join her at Ismailia after his visit to Khartoum.

BRITISH HOSPITALITY VINDICATED.

London, 26th August. It has been officially announced that the Government has decided that the Imperial Exchequer shall defray all the charges incurred in England in connection with the reception and entertainment of the representative visitors from India. The papers welcome the removal of a serious and legitimate grievance.

THE ITALIAN ARMY.

London, 26th August. As a result of experiences gained during the Boer war, the Italian Minister of War proposes the reduction of military service to two years.

INDIAN UNIVERSITIES.

London, 26th August. The *Chronicle* in discussing the question of Indian Universities says the Babu is alone worthy of blame if he is incompetent and discontented, but the system on which he is being trained is largely responsible. It strongly advocates residential arrangements and healthy corporate life as at Aligarh, enabling the principal and staff to leave their own stamp on the students' characters.

BIG STRIKE AT FLORENCE.

London, 1st September. A strike on a large scale is in progress at Florence and fighting has taken place. The safety of the city was secured with difficulty. Troops are now maintaining order.

HOME CRICKET.

London, 26th August. Sussex beat Essex by 110 runs.

London, 27th August. Yorkshire beat Surrey by three wickets. Somersetshire beat Gloucestershire by six wickets. The Australians beat Middlesex by six wickets. Lancashire v. Leicestershire has been drawn.

A BRUSSELS TO OSTEND RACE.

London, 28th August. A great military ride from Brussels to Ostend, of 84 miles, was won by a Frenchman in 6 hours and 55 minutes. Frenchmen also secured the chief places. The horse of the only Englishman competing expired 500 yards from the goal.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* left Vancouver on the 8th inst., p.m., for Hongkong via the usual ports of call.

The Indo-China steamer *Kamsai*, from Calcutta and the Straits, left Singapore for this port on the 10th inst., at 6 p.m.

The N.Y.K. steamer *Amakusa Maru* (American Line) left Shanghai for this port on the 10th inst., and is expected here tomorrow.

The N.P. steamer *Duke of York* arrived at Tientsin from Japan and Hongkong on the 9th inst.

The A.L. steamer *Nippon* left Kobe via Moul for this port on the 10th inst.

CHINA IN THE HOUSE OF COMMONS.

On the 6th August Mr. J. Walton asked for information from the Under-Secretary for Foreign Affairs as to whether, in connexion with the handing over of Tientsin to Chinese jurisdiction, the Government would secure the handing back by Russia to China of Newchwang. In the treaty port of Newchwang there was a British trade of no less than £5,000,000 annually; and it would have been well within the ability of the Government out of their strong naval force on the China Station to take steps to protect British interests there. The Government ought now to secure that Newchwang should be handed back to China jurisdiction by the Russians simultaneously with the handing back of Tientsin, and that the railway from Tientsin to Shantung should be handed back simultaneously with the railway from Shantung to Newchwang. He would also be glad to have further information with regard to the arbitration as to the lands taken possession of by the Russians at Tientsin. He hoped they would be told that the reference was of a limited character. It must not be forgotten that when Russia occupied the railway station at Tientsin there were documents in a safe in the station showing the title of the Northern Chinese Railway Company to the lands, and that safe was forced and rifled of its contents. That important fact ought to be brought forward and pressed. As to the conclusion of the new commercial treaty, members on both sides of the House were much gratified by the news which came a week or ten days ago which seemed to point to the conclusion of an equitable treaty, calculated to extend trade generally throughout the Chinese Empire. In the first place, he would like to know whether steps were being taken to secure the insertion of what he might call a most-favoured-nation clause in regard to railway construction. Another point was the extreme desirability of arriving at some agreement, as between the various Powers undertaking the construction of railways in China, that equal railway rates should be accorded to the nationals of all Powers over all railways in China. Connected with this matter was the question of the regulation of trade on the inland waterways. He hoped the Under-Secretary would be able to give a definite assurance as to the settlement of this vital question. Present regulations only allowed British ships to trade between two treaty ports. They were not allowed to take in or discharge cargo at any intervening places. In such circumstances they could not trade profitably. Care ought, also, to be taken to secure that the same import duties should be levied on the land frontiers of China as were levied on goods taken into China by sea. Goods coming in over the land frontier were only coming in over the third of a 5 per cent. duty required to pay the third of a 5 per cent. duty. This right was not of much importance to the British, but it was of great importance to the Burmese frontier, and the trade from that direction was not large, but France and Russia were in a very different position, and the difference in their favour would be some 3 or 4 per cent.—a heavy handicap on British trade. Another important matter was the establishment of their own in China. In this way services of their own were introduced without payment of the proper duties. He would be glad to know that the British Government held it to be the right and prerogative of the Chinese Government to conduct postal and telegraph services throughout the Empire. The only remaining question he would refer to was the question of the *lehin*. He was not so sanguine as to what was likely to be achieved. He thought that the House the fullest information he could for his own part he could not understand how the provincial Exchequers were to be reformed for what they would lose by the abolition. With regard to the addition to the burden of the indemnity paid by the Chinese owing to the depreciation in silver, he had heard with satisfaction the statement made by the Foreign Secretary recently in another place that his Majesty's Government considered the question of reducing increased facilities for British trade in China as of infinitely greater importance than the amount of indemnity this country received, and that they were proposing to accept payment of the indemnity at the same exchange value for the tal as prevailed at the time the protocol was concluded. That protocol did not confer on this or any other country the right to occupy Shanghai as a great trading port, and having regard to the splendid and enlightening action of the Viceroy of the Yangtze which had maintained perfect order in that district during the recent disturbances, he thought the nations were bound to comply with them, and withdraw their forces at the earliest possible moment from Shanghai. He regarded the continued occupation of Shanghai as a great danger to the peace of China, and he hoped the Under-Secretary for Foreign Affairs would be able to confirm the reports in the newspapers that his Majesty's Government and the Governments of the United States, France, and Japan had expressed their willingness to consider the question of the early evacuation of the place. This country had 250,000 Chinese subjects in the international settlement at Shanghai. It had always been the recognised practice that no arrest should be made in that international settlement until the mixed Court had decided that a *prima facie* case had been made out against the person whom it was desired to arrest. But recently a Chinese-British subject had been arrested in the international settlement on a warrant signed by the Senior Consul at the instance of the French. He hoped his Majesty's Government would convey to the British Consul who had weakly become a party to that illegal arrest their disapproval of his conduct. He was glad to recognise that British commercial interests in China were receiving more vigorous attention from his Majesty's Government now than had been the case two or three years ago. The peace in South Africa had freed our hands, and enabled us, while avoiding aggression, to uphold our just rights in China. It was, he remarked, a great pleasure to him to see that the members of the House were so anxious for the promotion of British commercial interests all over the world.

Viscount Cranborne said that every discussion on China divided itself into three great divisions:—(1) the old history of the war; (2) the question which arose at the conclusion of the war for restoring the normal state of things; and (3) the future policy of this country. With all these topics the hon. member had dealt. The hon. gentleman spoke with commendation of the attitude of the Government in old times in allowing the Russian occupation of Newchwang. He apparently forgot the circumstances in which that occupation took place. He must remember that all the Powers were agreed in common action in order to save the Legations and to avenge the outrage which had been committed against us; and each Power advanced in its own way. We advanced from the sea and the Russian advanced from the Manchurian frontier; and, naturally enough, as Newchwang lay on the line of that advance, they occupied the place. The hon. member asked when Newchwang was going to be restored to the Chinese. The hon. member knew as much about this as he did. In the Manchurian agreement the evacuation by the Russians of provinces in China was divided into three divisions. A part was to be evacuated in the next six months; another part in the course of another period of six months; and the remainder in another period of six months. In the course of the first six months Russia agreed to evacuate all that part in which the railway from Shantung to Newchwang lay; in the course of the next six months they agreed to evacuate that province in which the town of Newchwang was; and they agreed in the third period of six months to evacuate the remainder of the province. That was the present state of things. The railway to Newchwang lay in that province of Manchuria which would be handed back in the first period of six months under the Manchurian agreement. Reference was next made to the indemnity. The effects of this country had directed as far as possible to restore the normal state of things in China as soon as possible and with, on the whole, as little onerous conditions as possible. No doubt of course for which was a large figure, a figure of course for which the hon. member was fully responsible; and since then the fall in silver had made it difficult for the Chinese to pay. The Government had taken note of that fact, and they had made a proposition to the Powers to mitigate the severity of the debt which the Chinese had to pay. Whether that proposal would bear fruit or not he could not at present say. At any rate the hon. member might be comforted by the thought that the British Government had done their best in that respect. The same observation applied to the evacuation of Shanghai. The Government recognised that the sooner Shanghai was evacuated by the international troops the better. There was no reason why they should stay, and the Government had proposed to the Powers occupying Shanghai that there should be an evacuation. But the House would realise that it was impossible for Great Britain to evacuate Shanghai. We must have in that respect, as in all other respects, the most favoured nation treatment, and if we evacuate Shanghai, as the Government proposed to do, it would be on the condition that the other Powers evacuated Shanghai at the same time. The hon. member asked about the arrest of certain Chinamen, and the demand of the French Government that they should be tried before a French Court rather than a mixed Court. That raised a question of interest, and of some importance in the eyes of the hon. member, but he might say that the French attitude apparently was that where the prosecutor or the plaintiff, as the case might be, resided there was the place where the trial ought to take place. The Government, on the other hand, contended that where the prisoner or defendant resided there was the place where the trial ought to be taken place. That was a question, he thought, that the hon. member would decide after negotiation, but he might say that the French attitude apparently was that where the prosecutor or the plaintiff, as the case might be, resided there was the place where the trial ought to take place. The Government, on the other hand, contended that where the prisoner or defendant resided there was the place where the trial ought to be taken place. That was a question, he thought, that the hon. member would decide after negotiation, but he might say that the French attitude apparently was that where the prosecutor or the plaintiff, as the case might be, resided there was the place where the trial ought to take place. The Government, on the other hand, contended that where the prisoner or defendant resided there was the place where the trial ought to be taken place.

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[884]

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NOTICE.

IN THE MATTER OF THE

ESTATE—GOH TECK SENG,

late of Sandakan, deceased.

The undermentioned Properties belonging to the above-named Estate, situate within the Districts of Sandakan and Tawao respectively, East Coast of British North Borneo, will be put up for sale by Public Auction on the 1st day of October, 1902.

By order of the Trustee,

P. F. J. MARCUS,

Registrar.

SANDAKAN LOTS.

(1). All that Estate, 150 acres whereof are planted with Coffee and in bearing, and 50 acres under Cocosnats with its adjoining timber land situate at Sibinga in the District of Sandakan, more particularly known as Block No. 3, Registered Vol. VII, folio 16, in the Land Registry at Sandakan, containing in extent 502A. 2R. 8P.

(2). All that timber land situate at Singei Sokang in the District of Sandakan, more particularly described as Block No. 75, and Registered Vol. VII, folio 117, in the Land Registry Office, Sandakan, containing in extent 618A. 0R. 33P.

(3). All that Town lot, in extent 8 perches with the two houses standing thereon held under Lease No. 29 and Registered Vol. II, folio 100, in the Land Registry, Sandakan.

(4). All that lot of Tawao Town land, in extent 8 perches held under Lease No. 75 and Registered Vol. VIII, folio 107, in the Land Registry.

(5). All that country lot of land at Tawao held under Occupation Ticket No. 35, containing in extent 10 acres more or less.

N.B.—All the above Lots are held under Leases for 999 years.

Sandakan, 8th July, 1902. [

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will be drawn at the Hongkong Club
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19th September, 1902.

Bearers of Debentures are invited to attend
the Drawing.

C. H. GRACE,
Secretary.

Hongkong, 11th September, 1902. [2430]

THE HONGKONG CLUB.

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C. H. GRACE,
Secretary.

Hongkong, 1st September, 1902. [2383]

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E. J. REMEDIOS.

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CHESS NOTES.

BY E. Y. Z.

The position in the remaining Hongkong
Singapore cable game is now as follows:—
White (Hongkong), K at QB 2, B at KB 3, P
at KB 2, Kt 2, KB 5, and K 6 (=6 pieces);
Black (Singapore), K at K KB 3, B at K Kt
sq., P at KB 2, KB 3, QB 5, Q Kt 4, and
QR 5 (=7 pieces). Black to move.

The Gambit Tournament at the Hongkong
Chess Club has resulted as follows:—P. C. de
Souza 10, P. W. Sergeant (penalised 2 points) 9,
M. J. Danenberg 8, R. H. Newborn 5, Maximim
12. Three other competitors entered, but retired
before the completion of the contest, forfeiting
their remaining games. Mr. de Souza thus
wins the prize. The openings selected were
the Evans and Danish Gambite.

The club's season begins next month, when it
is hoped that members will be able to attend
more regularly than through the summer
months. If the anticipated return of Mr. H.
E. Pollock takes place, an impetus should be
given to local chess-playing, for Mr. Pollock
was an enthusiastic supporter of the club up to
the time when he left Hongkong.

The latest scores of the leader in
the Hanover Tournament, which had then
reached the fifteenth round, were:—Janowski,
11½ points; Pillsbury, Wolf, and Atkins, 10;
Mieses, 9; Napier, and Olland, 8½; Marshall,
Swiderski, and Tschigorin, 8. The two last-
named and Napier had made a great advance
during their recent games, Tschigorin in the
course of four rounds rising from 14th to 8th,
bracketed with two others, a place far more
suited to so fine a player. Napier rose from
12th to 6th in the same period. The most
startling events of the last few rounds have
been the defeat of Janowski by Mason (whose
score was only 4½ at the end of the 15th round),
and the collapse of Gunsberg before Atkins in
eight moves, the older player making a bad
oversight. Atkins has done brilliantly so far
and shown that he possesses more stamina than
he was credited with. Mieses' and Süchting
have each drawn 8 games.

The two minor tournaments at Hanover have
resulted as follows:—Section A, Herr John
(Berlin) won, Mr. Loman (London) being only
6th; Section B, Herr M. Fleischmann (Budapest)
won.

Schlechter gives the curious reason for not
competing at Hanover, that he has not yet re-
covered from his victory over Janowski at
Carlsbad, which is rather reverting the usual
order of things. As a rule, it is the loser in a
chess match who is ill. And, oddly enough,
Janowski is playing in splendid form at Hanover.

Pillsbury won only 3 games in his blindfold
series at Hanover last month. He, however,
drew 11 games and lost 7. The exhibition com-
menced at two o'clock in the afternoon, and was
not concluded until two o'clock of the following
morning, an adjournment of half an hour having
taken place at 6 p.m. for refreshments. At the
close of the performance Pillsbury received
quite an ovation, and he was carried from the
hall on the shoulders of enthusiastic admirers.
The feat was certainly a remarkable one, but it
is to be feared that Pillsbury jeopardises his
chances of pre-eminence by indulging in such
exhibitions. At any rate, they would seem to be
better avoided during the strain of a big contest
like that at Hanover.

The great annual match between Europeans
and Colonials, at Cape Town, was played this
year 63 a side and was won by Europeans by 74
to 48, each pair playing two games. A new
club, we see, has been formed at Pretoria.

Louis R. Eisenberg, the young Russian chess
master, who competed in the last international
tournament at Monte Carlo and there achieved
a notable victory over Pillsbury, the American
champion, was the guest of the Manhattan
Chess Club, New York, last month.

Austria-Hungary seems at the present
moment to be the country above all others of
chess-players. No other nation can put into
the field so strong a quartette as Moroczy,
Schlechter, Wolf, and Mieses. Germany used
to be well represented, but now there is no one
to touch Tarrasch, and he plays but rarely. It
is rather curious that in these days of telegraph
and telephone, international matches are not
more common.

In the Hanover tournament the Austrian
player Mieses has boldly offered the Danish
Gambit. We submit two games, one of which
he won against Marshall, while the other he
lost to Tschigorin. Marshall appeared to be
doing well but under-estimated the attack and
finally declined a draw by 30... Q-B Sch.
Tschigorin, with his defence of 5... Q-K2
was more fortunate. Both games are well
worth study.

DANISH GAMBIT.

White (Mieses)	Black (Marshall)	White (Mieses)	Black (Tschigorin)
1 P-K4	P-K4	13 Kt-B3	Q-Kt3
2 P-Q4	P-Q4	14 Kt-K3	B-K3
3 P-B3	P-B3	15 B-K3	B-K3
4 P-Q4	P-Q4	16 Kt-K3	B-K3
5 Kt-K3	Q-Q3	17 B-K3	B-K3
6 Kt-Q3	Q-Q3	18 Kt-K3	B-K3
7 Kt-Q3	Q-Q3	19 Kt-K3	B-K3
8 Kt-Q3	Q-Q3	20 Kt-K3	B-K3
9 Kt-Q3	Q-Q3	21 Kt-K3	B-K3
10 Kt-Q3	Q-Q3	22 Kt-K3	B-K3
11 Kt-Q3	Q-Q3	23 Kt-K3	B-K3
12 Kt-Q3	Q-Q3	24 Kt-K3	B-K3

DANISH GAMBIT.

White (Tschigorin)	Black (Mieses)	White (Tschigorin)	Black (Mieses)
1 P-K4	P-K4	13 Kt-Q4	Kt-Q4
2 P-Q4	P-Q4	14 Kt-Q4	Kt-Q4
3 P-B3	P-B3	15 B-K3	B-K3
4 P-Q4	P-Q4	16 Kt-K3	B-K3
5 Kt-K3	Q-Q3	17 B-K3	B-K3
6 Kt-Q3	Q-Q3	18 Kt-K3	B-K3
7 Kt-Q3	Q-Q3	19 Kt-K3	B-K3
8 Kt-Q3	Q-Q3	20 Kt-K3	B-K3
9 Kt-Q3	Q-Q3	21 Kt-K3	B-K3
10 Kt-Q3	Q-Q3	22 Kt-K3	B-K3
11 Kt-Q3	Q-Q3	23 Kt-K3	B-K3
12 Kt-Q3	Q-Q3	24 Kt-K3	B-K3

SCIENTIFIC MISCELLANY.

**AN AUTOMATIC LIGHTSHIP—SUSCEPTIBILITY
TO POISONS—FUTURE TIMBER—FUEL AFTER
COAL—BALLOON ASCENT—FOR HEALTH—
A NEW ELECTRIC CAR—THE BRAIN A
CONCRETE—ANOTHER KIND OF RAY—
HARDENED ALUMINUM—HEAT BY APO-
TATION.**

The unmanned lightship at the Outer Rock,
near Laysan, on the west coast of Scotland, has
a steel hull of extra strength, divided into three
water-tight compartments, and carries two
large steel gas-tanks. The powerful light,
mounted in a lantern supported on a steel tower
at a height of 25 feet above water-level, is
visible from eight to twelve miles. The gas is
stored in the tanks at a pressure of 150 to 180
pounds per square inch, is fed to the burners by
an efficient regulating apparatus, and a single
filling of the tanks can be depended upon to keep
the light burning night and day for several
months. A fog-bell is kept ringing by the gas
as it passes to the burners.

Brain and nerve-poisons, such as morphine
and atropine, are much less poisonous to
animals than to man, states Prof. Y. K.
Cheung. In proportion to their weight dogs
and horses can endure ten times as much
morphine as man, while doves can stand 500
times and frogs even 1,000 times as much.
The herbivorous animals have the digestive
tract of much greater length than the car-
nivorous. This causes the food to remain in
the body several days instead of twenty-four
hours, and the longer time for absorption into
the blood probably explains why metallic
poisons are much more fatal to the herbivorous
than to the carnivorous animals.

Considering the world's timber supply, Dr.
Schlich has found that plenty of hard wood is
still available, but that coniferous wood, which
forms 85 per cent. of the total demand, can be
continuously provided only by Sweden, Russia,
and Canada. Russia's supply is precarious,
while Sweden may meet one-sixth of the total
demand.

The 150,000 tons of beet-root crushed in
Germany in 1890 yielded but 5½ per cent. of
raw sugar, while last year's 12,000,000 tons gave
13 per cent.

The world may still have fuel after the coal
is gone, in the opinion of D. E. Hatchings, a
Cape Colony scientist. The eucalyptus trees
of South Africa and Australia have a wood-pro-
ducing maximum fire time as great as that of
German spruce, and the heating value of an
equal bulk is three times as great. The annual
fire-wood yield of an acre in South Africa thus
appears to be fifteen times as great in heating
power as that of an acre in the forest of Central
Europe. Experiment has proven that on
tropical mountains the growth of the eucalyptus
may yield annually twenty tons of dry wood
fuel per acre, fully equal in heating value to
the same weight of coal, and it is reason-
able to suppose that by selection this yield could
be doubled. About 5,000 million acres out of
the total 35,200 acres of land surface have
sufficient rainfall and sun-heat for the growth
of these trees. If one-half of this area were in
for it, it seems possible to obtain the equivalent
of 161,000 million tons of coal yearly; and
with a forest area of only one-fourth, as at
present in Germany, and an average forest
yield of only one-half the present maximum,
the output would still equal 20,175 million tons.
The latter amount is more than thirty times
the present consumption of coal.

Ballooning is now receiving attention as a
possible remedy for pulmonary affections. The
conditions are not the same as those of moun-
taineering, the change of altitude being more
rapid and muscular fatigue being absent. In
the trips of the French Society of Physiology
Dr. Roccoque proposes to regard the atmosphere
as divided into three zones. Up to about three
miles the surrounding air supplies all the
oxygen needed, but beyond five miles are
held to require a closed car, as was first sug-
gested in 1871, or an aerial diving suit.

A novel type of storage-battery car, which
in English tests has run 100 miles on a single
charge, has motors that when travelling down
hill are reversed and become generators for
restoring the battery charge. An interesting
feature of this change of motors into generators
is a braking effect that is usually sufficient to
check the car's speed without applying the
mechanical brakes.

A new form of radiation, brought to notice
by M. Albert Nodon, seems to have properties
intermediate between those of X-rays and those
of radium rays. It is produced on the dark side
of a thin metallic plate when luminous or
ultra-violet rays fall upon the opposite side,
and it has the effect of discharging an elec-
trified body—such as a brass globe—enclosed in a suit-
able box. The radiation does not seem to
produce fluorescence or act upon a photographic
plate. It penetrates wood and glass and differs
from cathode rays in passing through metals
and black cardboard.

An explanation of the influence of electric
storms upon sufferers from nervous disease has
been sought by A. Frederick Collins. A
section of the brain of a freshly-killed animal
was placed in circuit with a pair of resonators,
a dry battery, and a telephone-receiver, and when
electric waves were sent from an emitter ten
feet away, cohesion of the brain cells momentarily
resulted, reducing resistance, and giving a
click in the telephone. The same effect was
then obtained with a living brain, that of an
etherized cat, the sound of cohesion being clear
though feeble than before.

Alloys of aluminum and magnesium are
known to work better than pure aluminum with
certain tools, but they are less malleable and
ductile. Some German metallurgists have
discovered that the addition of two to ten per
cent. of magnesium scarcely changes the
appearance of the aluminum, but that this alloy
is given new qualities after rolling several times
at a temperature of 400 deg. to 500 deg. C. It
can be cut and filed with the greatest facility,
while it retains the ductility and malleability of
pure aluminum.

Meat in cooking loses much bulk from eva-
poration—small pieces more than large. In
late experiments, a piece of lean beef weighing a
little more than a pound lost 45.6 per cent. in
weight, but a piece just over five pounds was
reduced only 39.8 per cent. Loss in nutrition
is proportionately much less.

THE RATE OF WAGES.

This subject has afforded matter for dispute
from day when first one man hired another,
and will probably continue to do so until we
have developed into creatures as unlike that
we are now as our present state is unlike that
of the jellyfish. And yet, stripped of sentiment
(with which it has really nothing to do), the case
is simple enough. The labourer sells his labour
for the most money he can get for it, and the
capitalist sells his money for the most labour he
can get for it, the natural rate of wages being
found midway between these two antagonistic
forces. But many will not have it so, importing
into the argument all sorts of irrelevant con-
siderations.

It is the custom of a certain London merchant
to refuse an increase of salary to an employee
who presumes to ask for it, regarding any such
request as impertinent, while those who don't
ask he says don't need it. That merchant is
difficult to deal with; yet there is a way to deal
with him and his like. The employee who is
full of energy, with a thorough mastery of the
affairs entrusted to him, will never want for
employment and fair pay. Where one employer
will let him go, ten others will be eager to grip
hold of him, for there are none too many of his
kind. Why are such men scarce? The answer
is ready: Energy can co-exist only with health.
Take the case of Mr. August Jansen, of
Katsburg Station, near Bay, N.S.W., an
unquestionably industrious man who used to be
laid aside from time to time. Writing on
January 20, 1902, Mr. Jansen says: "Towards
the close of 1899 we had extremely hot weather
in this part of Katsburg, day after day the
thermometer registering 108° to 120° Fahr.
in the shade. My occupation (that of station
carpenter) compelled me to spend the greater
portion of my time exposed to the scorching
heat of the sun, a fact to which I attribute my
subsequent sufferings. The first symptom was
a sensation of sickness at the stomach on rising
in the morning, and a distaste, almost amount-
ing to a loathing, for food of whatever kind.
Then I became alarmed by acute pains in the
region of the heart. The bowels, too, were very
irregular in their action, extreme constipation
alternating with violent purging. I could not
eat, and for want of proper nourishment became
so weak that I could hardly stand. Frequently
I had to lay up entirely, neglecting my work
for days at a time.

Each week marked a change for the worse in
my condition, and to my other symptoms were
soon added sick headaches and terrible pains
about the chest, all of which made me nervous,
low-spirited, and irritable. After ineffectually
taking as much patent medicine as would fill a
sleep tank, I placed myself in the care of a
doctor, who informed me that I was suffering
from acute indigestion, and that my nervous
system was shattered. He attended me for
twelve months, at the end of which time I was
worse than when I first consulted him. I
felt like a worn-out old man, and had not the
strength of a ten-year old lad. I began to
think I was beyond the aid of medicine, when a
friend of mine, who had used Mother Seigel's
Curative Syrup with most benefit, persuaded
me to try it. I began and found relief from
almost the first dose. By the time I had taken
two bottles I knew that I was fairly on the road
to health. My strength returned much quicker
than it had departed. Before the sixth bottle
was emptied I was restored to a thoroughly
healthy and robust condition, I could eat,
sleep, and work with at distress or even
discomfort. It is now six months since my
cure was complete, and I have taken the
Syrup regularly; but, as a precaution, I still
take a couple of doses every week. Many other
persons in this district have taken it on my
recommendation, and in no case has it failed."

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	PLAC & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	DARDANUS	Brit. str.	—	W. Hayward, R.M.E.	BUTTERFIELD & SWIRE	On 16th inst.
LONDON	CYCLON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
LONDON	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	NESTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th October.
LONDON	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd October.
LONDON	MINERVA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th November.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th November.
LONDON	PERSEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
LONDON	HAIRATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 20th inst., at Daylight.
LONDON	FLANDIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
LONDON	BENALDER	Brit. str.	—	G. Dannemann	GIBR. LIVINGSTON & CO.	On or about 12th inst.
LONDON	PRINCESS IRENE	Ger. str.	2 m.	Mayer	MELCHERS & CO.	On 17th inst., at Noon.
LONDON	KONIGSBERG	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 24th inst.
LONDON	DAMBERG	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
LONDON	REISEBURG	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 22nd October.
LONDON	SILVIA	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 6th November.
LONDON	SAXONIA	Ger. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 19th November.
LONDON	SERBIA	Ger. str.	—	Zacharias	HAMBURG-AMERIKA LINIE	On 1st December.
LONDON	MARBURG	Ger. str.	—	Klausberger	HAMBURG-AMERIKA LINIE	On 15th inst., P.M.
LONDON	NIPPON	Aus. str.	2 m.	Bretfeld	DODWELL & CO. LIMITED	On 25th inst., P.M.
LONDON	TIROL	Aus. str.	2 m.	Salby	McGREGOR BROS. & GOW	On or about 11th inst.
LONDON	HEATHBURN	Brit. str.	2 m.	MacGregor	SHAW, TOMES & CO.	On 17th inst.
LONDON	GLENBOY	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 30th inst.
LONDON	APTON	Brit. str.	—	—	STANDARD OIL CO. OF NEW YORK	On or about 5th October.
LONDON	HUDSON	Brit. str.	—	H. Pylus, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst., at Noon.
LONDON	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Mowat	CANADIAN PACIFIC R. CO.	On 8th October.
LONDON	ATHENIAN	Brit. str.	—	G. Wright	DODWELL & CO. LIMITED	To-day, at 4 P.M.
LONDON	HYADES	Brit. str.	4 m.	F. L. Pyne	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
LONDON	KINSHU MARU	Jap. str.	—	—	PORTLAND & ASIATIC S.S. CO.	About 2nd October.
LONDON	HYSON	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
LONDON	INDRANAMHA	Brit. str.	2 m.	—	GIBR. LIVINGSTON & CO.	On 2nd October, at Noon.
LONDON	CHANGSHA	Brit. str.	—	Ellis	SANDER, WIELER & CO.	On 17th inst., P.M.
LONDON	KUMANO MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On or about 20th inst.
LONDON	THIRISTE	Aus. str.	—	Mecozzi	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
LONDON	SOCOTRA	Brit. str.	—	G. W. Babot, R.N.R.	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
LONDON	IDZUMI MARU	Jap. str.	—	F. W. Horton	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
LONDON	HITACHI MARU	Jap. str.	—	J. Campbell	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
LONDON	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
LONDON	MANCHURIA	Brit. str.	—	Prall	HAMBURG-AMERIKA LINIE	Quick despatch.
LONDON	SILVIA	Ger. str.	2 m.	Behrens	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
LONDON	WOOSUNG	Brit. str.	—	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
LONDON	VALENTA	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
LONDON	CHANGCHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
LONDON	PAKHOI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
LONDON	DAIJIN MARU	Jap. str.	1 m.	T. Oyata	OSAKA SHOSHEN KAISHA	On 17th inst.
LONDON	MAIZURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	To-day, at Noon.
LONDON	HAITAN	Brit. str.	2 h.	Roch	DOUGLAS LARPAKE & CO.	To-morrow, at 4 P.M.
LONDON	THALES	Brit. str.	2 h.	Robson	DOUGLAS LARPAKE & CO.	To-day, at 4 P.M.
LONDON	ZAPIRO	Brit. str.	—	A. Fraser	MITSUBI BUSSAN KAISHA	To-morrow, at 3 P.M.
LONDON	ROSETTA MARU	Jap. str.	2 m.	Tha	JARDINE, MATHESON & CO.	On 16th inst., at 4 P.M.
LONDON	YUENSANG	Brit. str.	—	E. W. Almond	SHAW, TOMES & CO.	On 18th inst., at 4 P.M.
LONDON	RURI	Brit. str.	—	Muzio	CARLOWITZ & CO.	To-day, at Noon.
LONDON	BRAGNO	Brit. str.	—	K. Kori	NIPPON YUSEN KAISHA	To-day, at Noon.
LONDON	KAGOSHIMA MARU	Jap. str.	2 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On or about 17th inst.
LONDON	NANKIN	Brit. str.	—	Schnur	MELCHERS & CO.	Quick despatch.
LONDON	SANDAKAN	Ger. str.	—	—	—	—

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KAGOSHIMA MARU	SINGAPORE, COLOMBO, and BOMBAY	Friday, 12th Sept. at Noon.
K. Kori	MASSILLER, LONDON and ANTWERP	Saturday, 20th Sept. at Daylight.
HAKATA MARU	U.S.A. via SHANGHAI, MOJI, KOBÉ and YOKOHAMA	Monday, 22nd Sept. at 4 P.M.
F. L. Sommer	U.S.A. via SHANGHAI, MOJI, KOBÉ and YOKOHAMA	Thursday, 25th Sept. at Noon.
KINSHU MARU	KOBÉ and YOKOHAMA	Friday, 26th Sept. at Daylight.
F. W. Horton	NAGASAKI, KOBÉ and YOKO	Friday, 26th Sept. at Noon.
HITACHI MARU	HAMA	Saturday, 4th Oct. at Noon.
YAWATA MARU	SYDNEY and MELBOURNE via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	Saturday, 4th Oct. at Noon.
KUMANO MARU	—	—
E. W. Haswell	—	—

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
TAMSU, VIA SWATOW AND AMOY	"DALIN MARU"	SUNDAY, 14th September.
TAMSU, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 21st September.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 17th September.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 24th September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises a Tamed to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 12th September, 1902.

15

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
R.M.S. "EMPEROR OF JAPAN"	Comdr. H. Pylus, R.N.R.	WEDNESDAY, 24th Sept.
R.M.S. "ATHENIAN"	Comdr. H. Mowat	WEDNESDAY, 8th Oct.
R.M.S. "EMPEROR OF CHINA"	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 22nd Oct.
R.M.S. "EMPEROR OF INDIA"	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 19th Nov.
R.M.S. "TAMAR"	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 3rd Dec.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TAMAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TAMAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, P.O. Box 1, Victoria, B.C.

HONGKONG, 12th September, 1902.

16

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
KONIGSBERG	HAVRE and HAMBURG	On 17th Sept. Freight and Passengers.
BAMBERG	(Calling at Singapore and Penang)	On 24th Sept. Freight.
PREIBURG	HAVRE and HAMBURG	On 8th Oct. Freight.
SILVIA	(Calling at Singapore and Penang)	On 22nd Oct. Freight.
SAXONIA	HAVRE and HAMBURG	On 6th Nov. Freight.
SERBIA	(Calling at Singapore and Penang)	On 19th Nov. Freight.
MARBURG	HAVRE and HAMBURG	On 12th Dec. Freight.
Capt. Zacharias	(Calling at Singapore and Penang)	On 12th Dec. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

(QUEEN'S BUILDINGS, No. 1)

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBÉ and YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMERS	TONS	CAPTAIN	EXPG.
"INDRANAMHA"	6,000	E. P. Craven	Sept. 13, 1902
"INDRAVELLI"	6,000	W. C. Craven	Sept. 14, 1902
"INDRAPURA"	6,000	Hollingworth	Sept. 14, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 6th September, 1902.

17

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZESS IRENE	WEDNESDAY 17th September.
PRINZ REGENT LUITPOLD	WEDNESDAY 1st October.
PREUSSSEN	WEDNESDAY 15th October.
HAMBURG	WEDNESDAY 29th October.
SACHSEN	WEDNESDAY 12th November.
GERA	WEDNESDAY 26th November.
KIAUTSCHOU	WEDNESDAY 10th December.
BAYERN	WEDNESDAY 24th December.
KONIG ALBERT	WEDNESDAY 7th Jan. 1903.
PRINZESS IRENE	WEDNESDAY 21st Jan. 1903.
DARMSTADT	WEDNESDAY 4th Feb. 1903.
PREUSSSEN	WEDNESDAY 18th Feb. 1903.
HAMBURG	WEDNESDAY 4th Mar. 1903.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 17th day of September, 1902, at Noon, the Steamship "PRINZESS IRENE," of the Norddeutscher Lloyd, Captain G. Dannemann, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 15th September. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 16th September, and Parcel will be received at the Agency's Office until Noon on TUESDAY, the 16th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & CO., AGENTS.

Hongkong, 6th September, 1902.

18

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND

YOKOHAMA,

FOR

VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Dates.
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HYADES	G. Wright	3,750	September 12th
GLENOGLE	G. E. Warner	3,750	September 20th
PLEIADES	W. H. Smith	3,750	October 4th
VICTORIA	J. Pantou	3,501	October 18th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 2nd September, 1902.

19

SHIPPING.

ARRIVALS.

Sept. 11, EKMA LUTKEN, German str., 1,110, Merten, Saigon 7th Sept., Rice.—E. A. Trading Co.

Sept. 11, HEATHBURN, British str., 2,740, Keth, Amoy 10th September, General.—DODWELL & CO., LD.

Sept. 11, HUIHUA, French str., 508, Mertes, Pakhoi and Huihwa 10th Sept., General.—A. E. MARY.

Sept. 11, SILVIA, German str., 1,200, Behrens, Hamburg 20th July, General.—HAMBURG-AMERIKA LINIE.

Sept. 11, WINGSANG, British str., 1,517, Thos. H. Sellar, Shanghai 6th Sept. and Swatow 10th. General.—JARDINE, MATHESON & CO.

Sept. 11, WOOSUNG, British str., from Canton.

CLEARANCES.

11th September.

Changchow, British str., for Canton.

Chingto, British str., for Kobe.

Yokohama, Japanese str., for Kobe.

Kong Beng, German str., for Bangkok.

Trigona, British str., for Singapore.

Wingang, British str., for Singapore.

Yikang, British str., for Shanghai.

VESSELS IN DOCK.

OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	On 12th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 14th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 18th October.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

FROM	STEAMERS	DUE
LONDON	"DARDANUS"	On 18th September.
LONDON	"DIOMEDES"	On 30th September.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 28th October.
LONDON	"MENELAUS"	On 11th November.
LONDON	"AGAMEMNON"	On 25th November.
LIVERPOOL	"PYRRHUS"	On 15th September.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KAISOW"	On 18th September.
GLASGOW and LIVERPOOL	"HYSON"	On 2nd October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	"BYSON"	On 2nd October.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"WOSUNG"	On 13th September.
NINGPO and SHANGHAI	"PAKHOI"	On 13th September.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 13th Sept. at Noon.
FOOCHOW	"CHANGCHOW"	On 16th September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.
 † Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
 ‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
 • See Special Advertisement.
 For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	"PARAMATTA"	Noon, 13th September	See Special Advertisement
SHANGHAI	"VALENTIA"	About 13th September	Freight or Passage.
SINGAPORE, PENANG & BOMBAY	"NANKIN"	About 17th September	Freight only.
LONDON	"CEYLON"	Noon, 18th September	Freight or Passage.
YOKOHAMA, via SHANGHAI, MOJI and KOBE	"SOCIETY"	About 20th September	Freight only.

* Calling at Colombo if sufficient inducement offers.
 For further Particulars, apply to
 E. A. HEWETT, Superintendent.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.	TO FOLLOW
"HEATHBURN" About 11th Sept.	To follow.
"AFRIDI" 20th Sept.	To follow.
"HILGLEN" 27th Sept.	To follow.
"RICHMOND CASTLE" 11th Oct.	To follow.
"LOTHIAN" 18th Oct.	To follow.
"BOWTHORPE CASTLE" To follow.	To follow.

For Freight and further information, apply to
 DODWELL & CO., LD., Agents.
 Hongkong, 3rd September, 1902. [711]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

"BEN ALDER" Captain McAlister, will be despatched as above on or about the 12th inst.
 For Freight, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 2nd September, 1902. [2348]

AUSTRIAN LL YD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

"TRIESTE" Captain McAlister, will be despatched as above on WEDNESDAY, the 17th inst., P.M.
 This Steamer has Cabin Accommodation for Passengers. Electric Light and carries a Doctor.
 SANDER, WIELER & CO., Agents.
 Prince's Building.
 Hongkong, 13th September, 1902. [2428]

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALTY REDUCED RATES, portions of which can be obtained on application to the Undersigned.

NEXT SAILINGS
 "CHANGSHA" leaves on 13th September.
 "CHINGTU" " " 29th " "
 "TAIYUAN" " " 24th October.
 "TSINAN" " " 15th November.

Superior accommodation amidstships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 27th August, 1902. [1981]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR PORT ARTHUR AND VLADIVOSTOK.

"MANCHURIA" Captain Prall, will be ready to load here on the 15th September for the above ports, and will have quick despatch.

For Freight or Passage, apply to
 MELCHERS & CO., Agents.
 Hongkong, 9th September, 1902. [2313]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

"GLENROY" Captain Selby, will be despatched as above on WEDNESDAY, the 17th instant.

For Freight, apply to
 MCGREGOR BROS. & GOW, Agents.
 Hongkong, 9th September, 1902. [2100]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"RUBI" Captain F. W. Almond, will be despatched, for the above port on THURSDAY, the 18th inst., at 4 P.M.

Highest-class Passenger Steamers. High powered, newest and most up to date on the run. All accommodation amidstships. Electric Light and all other modern improvements. A Surgeon is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO., General Managers.
 Hongkong, 10th September, 1902. [2426]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DELHOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd September, 1902, at 1 P.M., the Company's Steamship "LAOS", Captain Flandin, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 21st September. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th September, 1902. [2]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

"AFION" Captain MacGregor, will be despatched for the above port on SUNDAY, the 22nd inst.

For Freight, apply to
 SHEWAN, TOMES & CO., Agents.
 Hongkong, 10th September, 1902. [2421]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

"EASTERN" Captain Ellis, will be despatched as above on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 6th September, 1902. [2398]

NOT RESPONSIBLE FOR DEFTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEFT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

ADOLPH OBRIG, Amr. barque, S. Amesbury, Standard Oil Co.

ALLAN, American ship, McKay—Standard Oil Co.

KELAT, British ship, J. Hughes—Order.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAITS NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CHINA PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES.

S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex S.S. "Oceanic", from Havre ex S.S. "Oceanic", from Bordeaux ex S.S. "Oceanic", in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 7th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 15th Sept. inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th September, or they will not be recognised.

All damaged packages will be examined on Monday, the 15th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th September, 1902. [2]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"INABA MARU," having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., To-day, 10th inst.

Goods not cleared by the 17th inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 20th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 10th September, 1902. [2432]

HONGKONG STEAMERS.

Anna, Austrian str., 1,317, Steeperich, Aug. 27, M. B. Kaisha.

Beaulieu, British str., 1,352, Krobbe, Aug. 20, Gibb, Livingston & Co.

Bingno, Italian str., 1,569, Muzie, Sept. 3, Carlowitz & Co.

Buen Viaje, American str., 275, Ross, July 8, Order.

Bygdo, Norwegian str., 771, Carlsen, Sept. 7, Sander, Wieler & Co.

Changchow, British str., 1,203, Pearce, Sept. 10, Butterfield & Swire.

Changsha, British str., 1,463, Moore, Aug. 16, Butterfield & Swire.

Chinawa, British str., 2,517, Evans, Sept. 8, Butterfield & Swire.

Coptic, British str., 2,744, Rinder, Sept. 6, O. & O. S. N. Co.

Daijin Maru, Jap. str., 890, Ogata, Sept. 10, M. B. Kaisha.

Deima, German str., 794, Schalkier, Sept. 1, Sander, Wieler & Co.

Deris, Norwegian str., 965, Jaehsen, Sept. 3, Order.

Els, German str., 1,702, Schonwandt, Sept. 5, Sander, Wieler & Co.

Emma Lyken, Ger. str., 1,152, Martens, Sept. 11, East Asiatic Trading Co.

Empress of Japan, British str., 3,003, Pybus, Sept. 9, C. P. R. Co.

Heitan, British str., 1,183, Roach, Sept. 9, Douglas Lapraik & Co.

Heathburn, British str., 2,740, Keth, Sept. 11, Dodwell & Co., Limited.

Hinsang, British str., 1,536, Wheeler, Sept. 1, Jardine, Matheson & Co.

Holha, French str., 509, Merces, Sept. 11, A. B. Marty.

Hongkong, French str., 862, Pannier, Sept. 10, A. B. Marty.

Hyades, American str., 3 01, Wright, Sept. 6, Dodwell & Co., Ltd.

Inaba Maru, Jap. str., 3,835, Bainbridge, Sept. 5, Nippon Yusen Kaisha.

Indraamha, Brit. str., 3,300, Craven, Aug. 26, Nippon Yusen Kaisha.

Jacob Diederichsen, Ger. str., 923, Schalkier, Aug. 31, Sander, Wieler & Co.

Karabina Maru, Jap. str., 2,731, Kori, Sept. 10, Nippon Yusen Kaisha.

Kongwai, German str., 1,115, Iuss, Sept. 10, Melchers & Co.

Klek, Austrian str., 2,485, Pepish, Sept. 10, Dodwell & Co., Limited.

Kwangle, Chinese str., 1,467, Lincoln, Sept. 9, Chinese.

Kwaiyang, British str., 1,062, Hooker, Aug. 31, Butterfield & Swire.

Loongmoon, Ger. str., 1,245, Schals, Sept. 8, Sander, Wieler & Co.

Machow, German str., 995, Hayes, Sept. 9, Melchers & Co.

Mausang, British str., 1,648, Welsh, Sept. 10, Jardine, Matheson & Co.

Mercedes, British str., 2,967, Cart-r, Aug. 22, Admiralty.

Nankin, British str., 2,557, Benton, Sept. 1, P. & O. S. N. Co.

Palhoi, British str., 1,237, Williams, Sept. 7, Butterfield & Swire.

Phaungmy, German str., 1,021, Relaine, Sept. 9, Butterfield & Swire.

Routta Maru, Jap. str., 2,405, Tate, Sept. 9, Mitsui Bussan Kaisha.

Rubi, British steamer, 1,611, Almond, Aug. 19, Shewan, Tomes & Co.

Sardakan, German str., 1,374, Ylesmann, Aug. 31, Melchers & Co.

Siam, Austrian steamer, 3,172, Higs, Sept. 8, Sander, Wieler & Co.

Siam, British steamer, 992, Binns, Aug. 25, McElin & Co.

Sivia, German str., 1,200, Behrens, Sept. 11, Hamburg-Amerika Linie.

Skarpano, Norw. str., 1,130, Kristiansen, 8 pt. 7, Sander, Wieler & Co.

Skranstad, Norw. str., 759, Hansen, Aug. 23, Sander, Wieler & Co.

Thales, British steamer, 820, Robson, Sept. 10, Douglas Lapraik & Co.

Wakamatsu Maru, Jap. str., 1,720, Sakamoto, Sept. 10, M. B. Kaisha.

Wingwang, British str., 1,517, Sellar, Sept. 11, Jardine, Matheson & Co.

Woomung, British str., 1,109, Dawson, Sept. 7, Butterfield & Swire.

Yedo Maru, Jap. str., 1,069, Samura, Aug. 24, Chinese.

Yiksang, British str., 887, McClure, Sept. 3, Jardine, Matheson & Co.

Zvir, Austrian str., 2,103, Randich, Sept. 7, Order.

Zedro, British str., 1,611, Fraser, Sept. 9, Shewan, Tomes & Co.

RAILWAY VESSELS.

Adolph Obig, Amr. bge, 1,096, Amesbury, May 30, Standard Oil Co.

Alles, American ship, 1,352, McKay, July 14, Standard Oil Co.

Contest, British barque, 485, Roberts, Aug. 27, Sander, Wieler & Co.

Grosvenor, British barque, 516, Boga, June 13, Order.

Kelat, British ship, 1,822, Hughes, July 23, Order.

Lanon, American barque, 1,339, Park, Aug. 20, Master.

Mangel Laguno, Amr. ship, 1,468, Nicholls, July 31, Standard Oil Co.

Vale of Doon, Sarawak barque, 669, Petersen, July 1, Sander, Wieler & Co.

Willcott, Amr. barque, 1,805, Macdon, Aug. 8, Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Weihaiwei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Straits.

Amphitrite, 1st class cruiser, 11,900 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Hongkong.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Straits.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Steford, at Hongkong.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leake, at Simbo.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, at Weihaiwei.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, due Hongkong.

Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Weihaiwei.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Hankow.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Cyril Aaser, at Weihaiwei.

Feares, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, on Yangtze.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G., at Weihaiwei.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G.

